Guidelines for air rights to private airlines

SHRI K. RAMA MOHANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have recently framed the guidelines for allocation of air bilateral rights to private airlines;

(b) whether it is also a fact that according to the DGCA's guidelines the entitlements on foreign routes could also be reviewed in case any of the eligible airlines try to corner the maximum international sectors by cutting down their domestic operations; and

(c) if so, what due consideration Government are giving to AI and IA before allotment of rights to private airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Yes, Sir. As per the guidelines for allocation of traffic rights amongst Scheduled Indian Carriers, they are not permitted to reduce Available Seat Kilometers (ASKM) deployment in domestic sector once rights are allocated on international routes. The entitlements given to Scheduled Carriers may be reviewed in the event any of them reduces domestic operations after obtaining traffic rights on international routes.

(c) Due consideration is being given to the operational plans of Air India and Indian Airlines before allocation of traffic rights to other eligible Scheduled Carriers. Gulf routes have been kept reserved for Air India and Indian Airlines for a period of three years. On other routes entitlements have been granted to Air India and Indian Airlines based on the requests received from them and only the balance entitlements left thereafter have been allocated to the private airlines. While doing so due regard has also been given to the bilateral agreement with the foreign countries, slot allocation at the airports etc.

Filling up of vacancies reserved for SCs/STs

*4. PROF. M. M. AGARWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have taken steps to fill-up the posts reserved for Scheduled Castes/Scheduled Tribes and Other Backward Classes in the Ministry of Petroleum & Natural Gas and its subordinate offices;

(b) whether any special drive has been taken up to fill-up the back-log vacancies of the above categories; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) to (c) With a view to carrying out one of the action points contained in the Common Minimum Programme of the UPA Government, contemplating that all reservation quotas, including those relating to promotions, will be fulfilled in a time-bound manner, a Special Recruitment Drive for filling the backlog of reserved vacancies for SCs and STs in the Direct Recruitment Quota and the Promotion Quota has been launched by the Ministry of Personnel, Public Grievances and Pensions and this Ministry. No Special Drive has been launched for OBCs. This Ministry has no subordinate offices. There are no backlog vacancies for SCs/STs in the Ministry.

Higher allocations for States

*5. PROF. ALKA BALRAM KSHATRIYA:
DR. T. SUBBARAMI REDDY:

Will the Minister of FINANCE be pleased to state:

(a) whether he has agreed to provide higher allocations for States as recommended by the Twelfth Finance Commission;

(b) if so, what are the total allocations that have been suggested;

(c) to what extent, they have been fully agreed to; and

(d) whether States are satisfied with the allocations made?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (d) Government of India has accepted all the financial recommendations relating to share of States in Union taxes and grants made by the Twelfth Finance Commission. Action Taken Report on the recommendations of the Finance Commission has been placed on the table of the House on 26th February, 2005.

The Twelfth Finance Commission has recommended total estimated transfer of Rs. 6,13,112.02 crore as the share of taxes of the States and has recommended grants amounting to Rs. 1,42,639.60 crore, totalling to